



# 29 Browns Road, Clayton Development Plan

Surplus Education Land  
Clayton Primary School

David Lock Associates  
JUNE 2016



This Development Plan has been prepared by:

David Lock Associates



and

Mushan Design Studio



In association with:

John Patrick Landscape Architects

Bosco Jonson Surveyors



Ratio Traffic Consultants



Waste Tech Services



Irwinconsult



Energylab



Treelogic



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# 1.0 Introduction

This Development Plan has been prepared on behalf of Mushan Design Studio in accordance with the requirements of Clause 43.04 (Development Plan Overlay – Schedule 5) of the Monash Planning Scheme.

The purpose of this Development Plan is to provide a land use and development framework for the former Clayton Primary School (now surplus education land) at 29 Browns Road, Clayton. The Development Plan includes objectives for a range of dwelling types, sustainable design, varied building forms and heights, internal and off-site amenity, pedestrian permeability and native vegetation management. The land which is subject to this Development Plan is shown in Figure 1 – Context Plan.

The Development Plan consists of the Architectural Drawings prepared by Mushan Design Studio and Landscape Concept Plans prepared by John Patrick Pty Ltd (Appendix A) and this report. It has been informed by various background documents which have been prepared for the site. These documents include:

- Site Survey Plan prepared by Bosco Jonson Pty Ltd (Appendix B).
- Traffic Impact Report prepared by Ratio Traffic Consultants (Appendix C).
- Environmentally Sustainable Design (ESD) Report prepared by Energy Lab (Appendix D).
- Stormwater management plan prepared by Irwinconsult Pty Ltd (Appendix E).
- Waste Management Plan prepared by Waste Tech Services Pty Ltd (Appendix F).
- Arboricultural assessments prepared by Tree Logic (dated 30 April 2013 and 29 April 2015) (Appendix G).

- Development Summary prepared by Mushan Design Studios (Appendix H)

## 1.1 The Development Plan Overlay

The preparation of this Development Plan is consistent with Plan Melbourne, which encourages the preparation of overarching plans to give effect to State and Local Policy objectives. The Development Plan will guide land use, built form, sustainability, landscape, traffic and waste management aspects for the site to achieve a high quality residential development which increases residential density in accordance with the purpose of the zone while responding to the surrounding neighbourhood character.

Pursuant to Schedule 5, Clause 3.0 of the Development Plan Overlay, this Development Plan includes:

- A range of dwelling types to cater for a variety of housing needs.
- Sustainable design features to address water and waste management, solar access and energy saving initiatives, to deliver lower living costs for future residents.
- A composition of varied building forms and heights across the site.
- High quality internal amenity for future residents.
- A design that respects the amenity of adjoining interfaces by providing for a maximum 2 storey built form adjacent to or opposite any existing single storey residential development.
- Taller buildings that are carefully graduated with reference to analysis of shadow, visual amenity impacts and the character of the area.
- Appropriate buffer treatments at the interface with non-residential uses on adjoining properties.

- Opportunities for local permeability through the site.
- Incorporation of any significant vegetation into the design of the development.

The Development Plan is informed by:

Existing conditions plan, showing surrounding land uses and development, adjoining roads and pedestrian links, public transport routes, topography, and infrastructure provision.

- Concept plans for the site which show:
  - New building orientation and location, indicative uses for each building, car parking areas, public roads, vehicle access locations, pedestrian and bike paths and areas and locations of private and public open space.
  - Three-dimensional building envelope plans including maximum building heights and setbacks.
  - The design philosophy for the site and indicative architectural themes including car parking areas and garages so that they do not dominate the street or any public open space.
  - Shadow diagrams of proposed building envelope conditions at 10.00am, 1.00pm and 3.00pm at 22 September.
  - An indicative development schedule including the minimum number, type and density of dwellings and the floor area of any proposed non-residential uses.



- A traffic management report and car parking plan which includes:
- Identification of roads, pedestrian, cyclist and vehicle access locations, including parking areas, both internal and external to the site.
- Traffic management measures, where required.
- Location and linkages to public transport.
- Car parking rates for all uses, including visitor parking.
- Provision for bicycle facilities.
- A landscaping plan which:
- Shows the landscape concept for the site.
- Incorporates any significant vegetation including trees rated as 'moderate' or 'high' in the 2013 Tree Logic assessment.

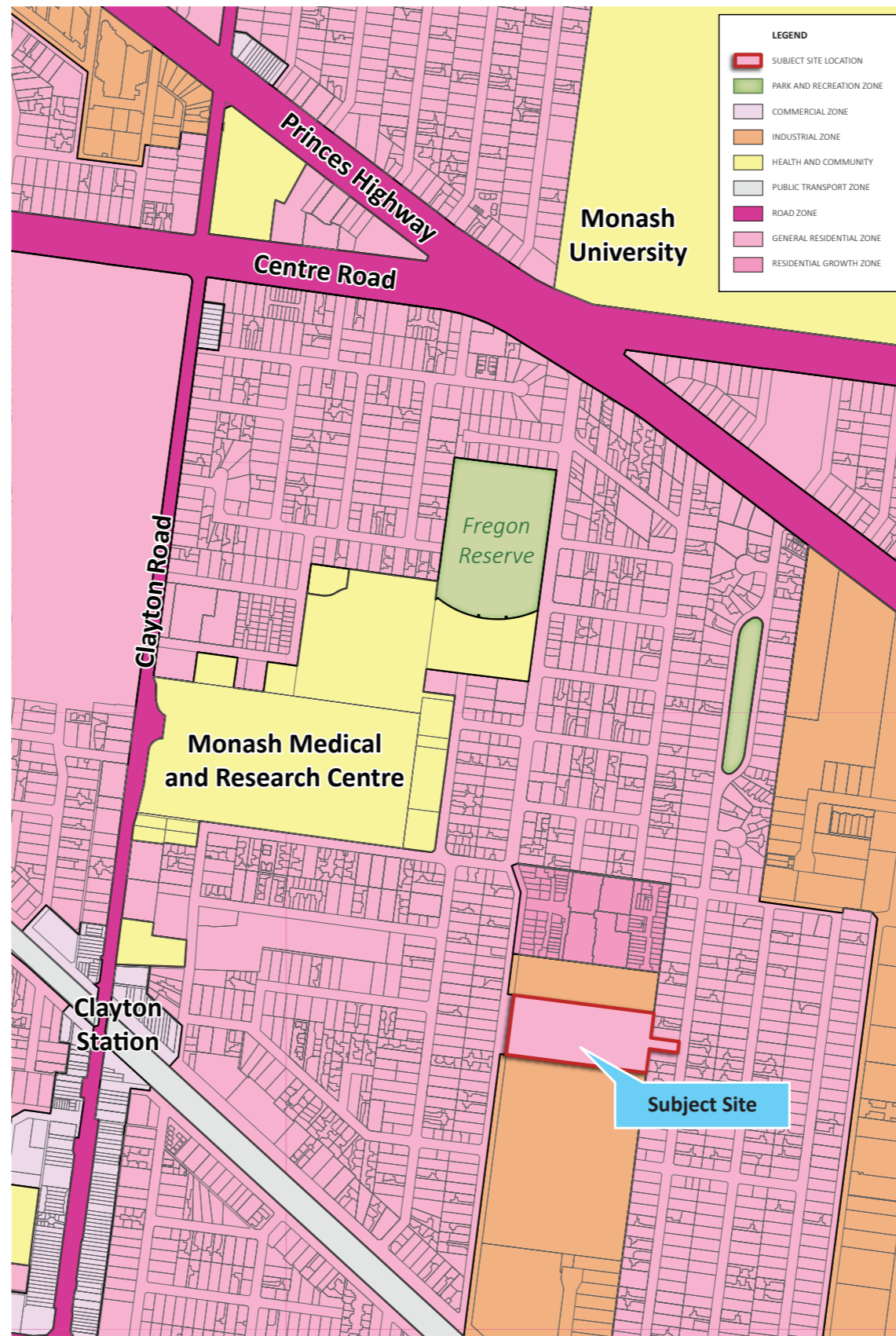


Figure 1 – Site Context Plan

## 2.0 Strategic Policy Context

### 2.1 Plan Melbourne

Plan Melbourne outlines the vision for Melbourne’s growth to the year 2050.

The Development Plan Area is located within/adjacent to the ‘Monash Employment Cluster’ identified under the following directions and initiatives of the Plan:

- Direction 1.6 – Enable an Investment Pipeline of Transit-Oriented Development and Urban-Renewal
- Initiative 1.6.2 – Identify new development and investment opportunities on the planned transport network.

Direction 1.6 advocates transit-oriented development as a key way to achieve employment and population growth, as well as achieve a broad range of economic, social and environmental benefits from co-locating employment population and public transport.

The Monash Employment Cluster is Melbourne’s largest established employment cluster, with a unique mix of education, research and industry participants. It is the largest concentration of employment outside the central city and includes world-leading research and innovation which will continue to contribute significantly to Melbourne’s economy.

### MONASH EMPLOYMENT CLUSTER

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014

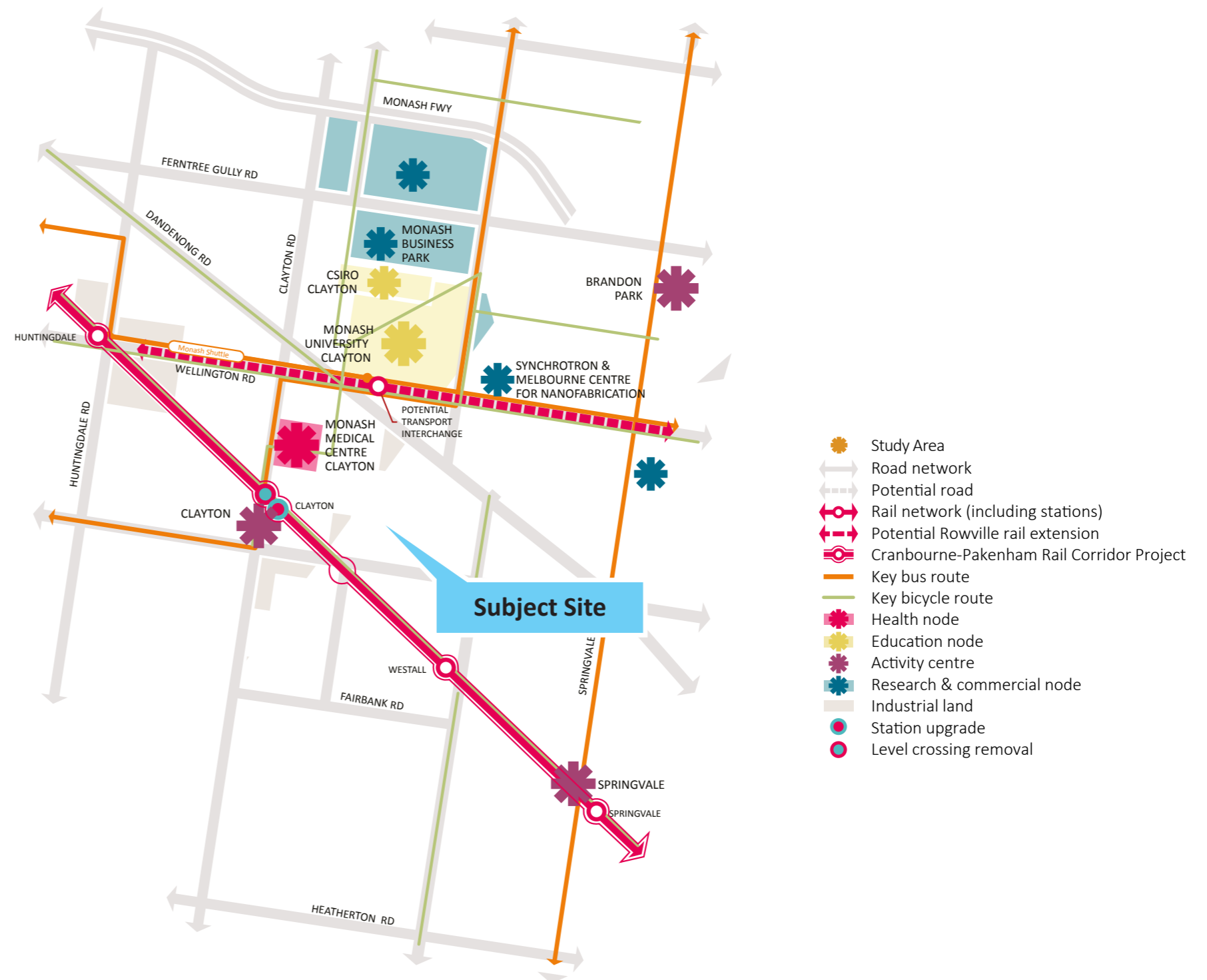


Figure 2 – Location of Site within Monash Employment Cluster

## 2.2 State Planning Policy Framework

The following clauses of the State Planning Policy Framework (SPPF) are of most relevant to this Development Plan:

### Clause 10 – Operation of the State Planning Policy Framework

The purpose of the State Policy in Planning Schemes is to inform planning authorities and responsible authorities of those aspects of State Planning Policy which they are to take into account and give effect to in planning and administering their respective area. The planning policies are directed to land use and development, as circumscribed by the Planning and Environment Act 1987, a primary objective of which is to provide for the fair, orderly, economic and sustainable use and development of land. The SPPF seeks to balance the objectives of planning for Victoria in favour of net community benefit and sustainable development.

### Clause 11 – Settlement

Planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure. Planning should recognise the need for, and as far as practicable contribute towards: Health and safety, diversity of choice, adaptation in response to changing technology, economic viability, a high standard of urban design and amenity, energy efficiency, prevention of pollution to land, water and air, protection of environmentally sensitive areas and natural resources, accessibility, land use and transport integration. Of particular relevance to this Development Plan are: Clause 11.04-2 (Housing choice and affordability) which seeks a diversity of housing in defined locations that cater for different households and are close to jobs and services; Clause 11.04-3 (A more connected Melbourne) which seeks improved access and connected to

job-rich areas; and Clause 11.04-4 (Liveable communities and neighbourhoods) to create a city of 20-minute neighbourhoods that area safe and promote healthy lifestyles.

### Clause 12 – Environmental and Landscape Values

Planning should help to protect the health of ecological systems and the biodiversity they support (including ecosystems, habitats, species and genetic diversity) and conserve areas with identified environmental and landscape values.

### Clause 14 – Natural Resource Management

Planning is to assist in the conservation and wise use of natural resources including energy, water, land, stone and minerals to support both environmental quality and sustainable development. Clause 14.02 (Water) seeks protection of water bodies and groundwater, the protection of water quality and sustainable use of water.

### Clause 15 – Built Environment and Heritage

All new land use and development should appropriately respond to its landscape, valued built form and cultural context, and protect places and sites with significant heritage, cultural, architectural, aesthetic, scientific and cultural value. Planning should achieve high quality urban design and architecture that:

- Contributes positively to local urban character and sense of place.
- Reflects the particular characteristics, aspirations and cultural identity of the community.
- Enhances liveability, diversity, amenity and safety of the public realm.
- Promotes attractiveness of towns and cities with broader strategic contexts.

- Minimises detrimental impact on neighbouring properties.

### Clause 16 – Housing

Planning should provide for housing diversity, and ensure the efficient provision of supporting infrastructure. New housing should have access to services and be planned for long term sustainability, including walkability to activity centres, public transport, schools and open space. Clause 16.01-1 (Integrated housing) facilitates increased housing yield in appropriate locations, including under-utilised urban land. Clause 16.01-2 (Location of residential development) and Clause 16.01-3 (Strategic redevelopment sites) direct housing to activity centres, employment corridors and other strategic redevelopment sites that offer good access to services and transport. Clause 16.01-4 (Housing diversity) seeks to ensure housing stock matches changing demand by widening housing choice, particularly in the middle and outer suburbs.

### Clause 18 – Transport

Planning should ensure an integrated and sustainable transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movements of people and goods, and is safe.

### Clause 19 – Infrastructure

This clause address a range of social infrastructure issues including provision of health, education and cultural facilities as well as physical infrastructure considerations including supply of water, sewerage and drainage.



## 2.3 Local Planning Policy Framework

The following policies and strategies within the Local Planning Policy Framework (LPPF) are relevant.

### MUNICIPAL STRATEGIC STATEMENT (MSS)

The Municipal Strategic Statement (MSS) provides the strategic planning framework for the City of Monash. It discusses elements of local planning policy and identifies issues, objectives and strategies for each. Those that are most relevant to the Development Plan are outlined below.

#### Clause 21.02 – Key Influences

Issues for land use planning and development as a result of the key influences affecting the Council area include: consideration of the current suburban form of predominantly single dwellings on large blocks; appropriate locations for and design of multi-dwelling housing and new development; the continued success of and activities associated with the Monash University and Monash Medical Centre precinct; the need for more sustainable transport patterns maintaining and enhancing the City's natural areas and managing the changes that will occur within Monash's activity centres. Relevant clauses for this Development Plan include:

- Clause 21.02-1 (Moving towards sustainability) which identifies the importance of considering social, environmental and economical sustainability.
- Clause 21.02-2 (Maintaining the Garden City Character), which seeks to maintain large front setbacks to retain and augment the leafy, treed ambiance of the City;
- Clause 21.02-3 (Changing lifestyle choices and the demands of an ageing population) which recognises the change in demographics and housing demands from traditional family homes (single storey detached dwellings) to smaller household

numbers in multi-dwelling developments in locations close to transport, jobs and community services/facilities;

- Clause 21.02-4 (Activity Centre growth) which identifies land within the Monash Technology Precinct surrounding the Development Plan Area as a Specialised Activity Centre (SAC) in Metropolitan Melbourne which performs a specialised function outside of retailing, commercial and residential uses. It is considered to be an important location for further development of high technology, research and development institutions and businesses; and
- Clause 21.02-6 (The importance of neighbourhood character and heritage) which seeks to facilitate redevelopment of current underutilised land, including former school sites, for multi-unit development while managing the existing and developing areas which protects and enhances the physical, economic and social environment.

#### Clause 21.03 – A Vision for Monash

The Council Plan and Municipal Strategic Statement share Council's Vision for a Thriving Community:

*“Our City will promote a sustainable, quality environment where the community is actively encouraged to participate in community and civic life to enrich the cultural, social, environmental and economic viability of our City.”*

Clause 21.03 (Strategic Framework Plan) identifies locations where specific land use outcomes are encouraged including redevelopment, higher densities and mixed-use developments. The Strategic Framework Plan locates the Development Plan Area in close proximity to the 'Technology Precinct' which includes the Monash University, CSIRO Clayton, Monash Business Park, Synchrotron and Melbourne Centre for Nanofabrication and Monash Medical Centre, and the Clayton Major Activity Centre.

#### Clause 21.04 – Residential Development

Like the rest of metropolitan Melbourne, the City of Monash is experiencing a change in the housing structure and dwelling requirements of its population, with a noticeable shift towards increased density forms of housing. Council's goal is for residential development to be balance in providing a variety of housing styles whilst remaining sympathetic to existing neighbourhood character.

This Clause identifies that there is increasing demand for a variety of different housing styles to cater for changing household sizes and structures and that neighbourhood character in residential areas will be enhanced by the identification of preferred areas for medium to high rise residential development within the municipality. The Development Plan area has been specifically identified as a location suitable for higher density residential development.

The city of Monash commissioned the Urban Character Study (1997) to identify, evaluate and manage the urban character of the municipality. The subject site is not included within this study, as it does not form part of an established residential area.

**Clause 21.06 – Activity Centres**

Activity centres provide attractive environments and a focus for community activities and life within Monash. They provide jobs, investments and goods and services for residents and business.

The Development Plan Area is located within close proximity of two activity centres, being a ‘Specialised Activity Centre’ – the Monash Technology Precinct and Clayton Major Activity Centre.

The Monash Technology Precinct is central to Monash’s economic strength and is recognised as a key employment hub for south eastern Melbourne. The Clayton Major Activity Centre includes a variety of commercial uses including specialty retail and entertainments with a focus on encouraging arts, cultural and restaurant uses as well as increased residential densities.

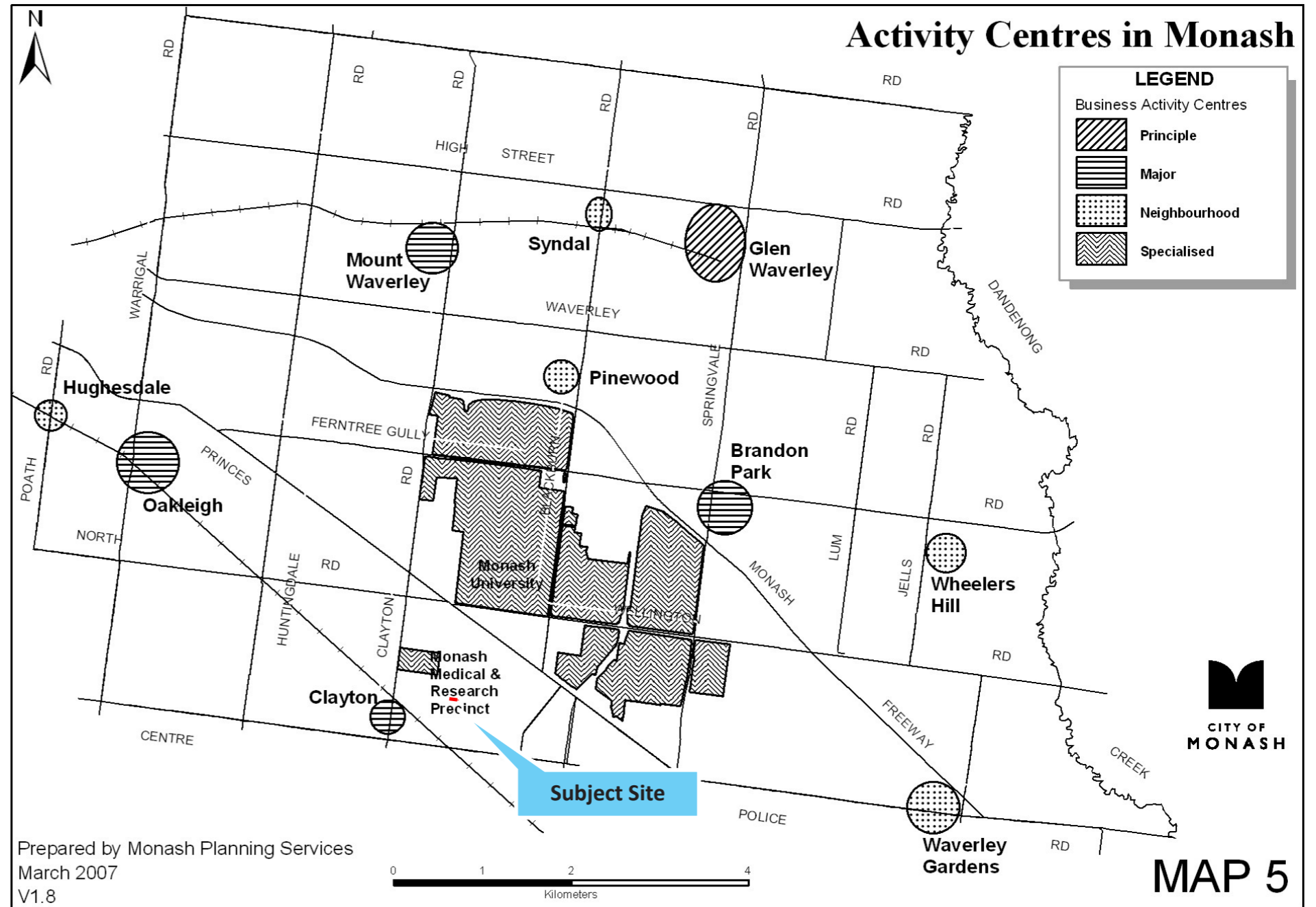


Figure 3 – Location of Site within Monash Employment Cluster – Activities Centres in Monash – Clause 21.06 of Planning Scheme

### **Clause 21.07 – Business Parks and Industry**

The City of Monash, as one of the largest employment destinations in Melbourne’s southeast sector, contains substantial areas for industry and related activities. Clause 21.07 identifies the Monash Medical and Research Centre as part of the Monash Technology Precinct, which is within close proximity of the development plan area.

### **Clause 21.08 – Transport and Traffic**

The City of Monash comprises a well-maintained road network, two rail lines and a network of bus routes. The Monash Freeway is the major arterial freeway and is supported by the princes Highway and Springvale Road.

The Development Plan area is well located to existing transport routes of Wellington Road, Dandenong Road, Centre Road and Clayton Road. Clayton Train Station is located approximately 530m west of the subject site. A ‘Smart Bus’ route operates along Clayton Road and Wellington Road. Plan Melbourne also identifies potential future public transport upgrades within close proximity of the site (refer Map 13 – Monash Employment Cluster of Plan Melbourne) including a potential Rowville Rail extension along Wellington Road alignment, and an upgrade to Clayton Station, within walking distance of the site.

Key bicycle routes area also identified along Wellington Road, Browns Road and Clayton Road close to the site.

### **Clause 21.09 – Key Regional Assets**

A number of Melbourne’s best known land marks are found in the City of Monash. Monash Medical Centre is a major health care facility within the eastern suburbs and is located approximately 260m north-west of the subject site. Monash University is the key tertiary institution in the eastern suburbs and is located approximately 1.5km north of the subject site. Its role as an

educational establishment as well as a major employer and business centre is vital to the economic viability of the region.

Relevant strategies under this Clause include facilitation of appropriate industry, business and residential projects that cater for the needs of users of key regional assets.

### **Clause 21.10 – Open Space**

The Development Plan area is located within walking distance of Fregon Reserve, located 600m to the north. Further north, a number of recreation facilities associated with Monash University are located. Accessible public open space which is within easy walking distance for residents is one of the key objectives under this Clause.

### **Clause 21.11 – Physical Infrastructure**

Physical infrastructure covers all utility services, telecommunication facilities and roads. Increases in dwelling density have resulted in increase in hard surface area which has impacted the drainage system. Objectives include, amongst other things, a desire to improve stormwater management so that it is used effectively and manages flows for major and minor drainage systems. Promotion of best practice water sensitive design and reuse of stormwater are relevant strategies under this clause.

### **Clause 21.13 – Sustainability and Environment**

This clause addresses a wide range of issues including water quality management, air quality and noise, soils, flora and fauna, open space, waste management, energy use, transport, heritage, urban design and public health and safety. Objectives include reducing energy use, renewable energy, designing for accessibility, maintaining biodiversity, increasing water conservation and improving water quality, encouraging best practice waste management and recycling and maximising use of alternative modes of transport such as walking, cycling and public transport.

## **LOCAL PLANNING POLICIES**

### **Clause 22.04 – Stormwater Management**

It is policy under this clause to ensure that stormwater flows generated from increased pervious areas are managed by on-site retention systems. Best practice environmental management is to be used in the design, construction and operation of drainage systems to reduce impacts on surface waters and groundwater.

### **Clause 22.05 – Tree Conservation Policy**

It is Policy that existing semi-mature and mature canopy trees be retained wherever possible to ensure maintenance of the tree canopy. Existing street trees are to be retained and semi-mature canopy trees with spreading crowns are to be planted for any new development in open space areas, along boundaries adjacent to neighbouring open space and in front setback areas to reinforce the Garden City Character of the area.



## 3.0 Site Context and Existing Conditions

### 3.1 Location

The location of the 29 Browns Road, Clayton – Clayton Primary School Development Plan is identified in Figure 1 – Context Plan.

### 3.2 The Development Plan Area

The Development Plan area comprises the land formerly used by the Clayton Primary School. The site is located between Browns Road and Moriah Street and has frontages to both streets. The location of the development plan area is identified at Figure 4 – Development Plan Area.

The site currently contains old school building and associated recreation areas and is proposed to be for exclusive residential use, consistent with the General Residential Zone that applies to the land.

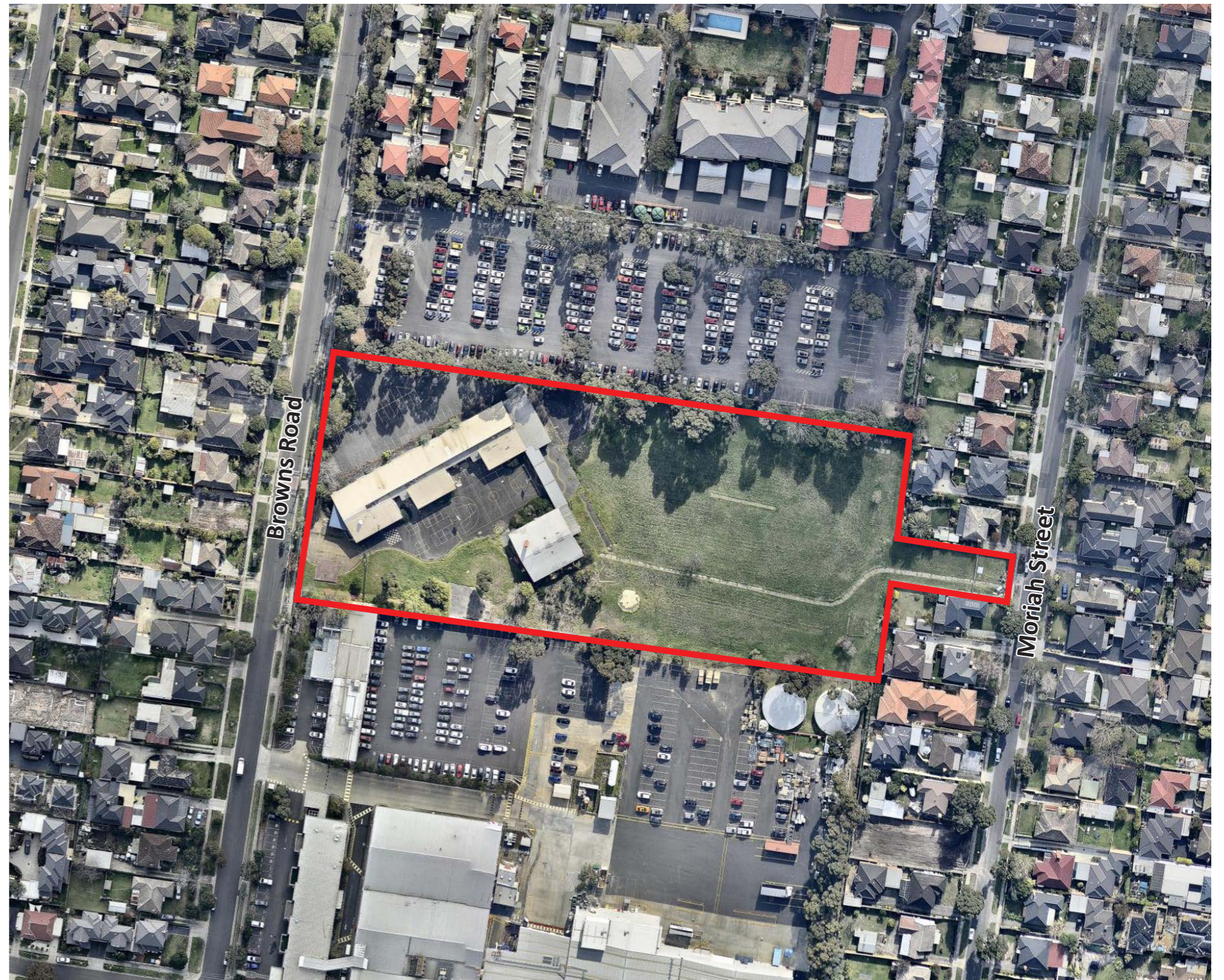


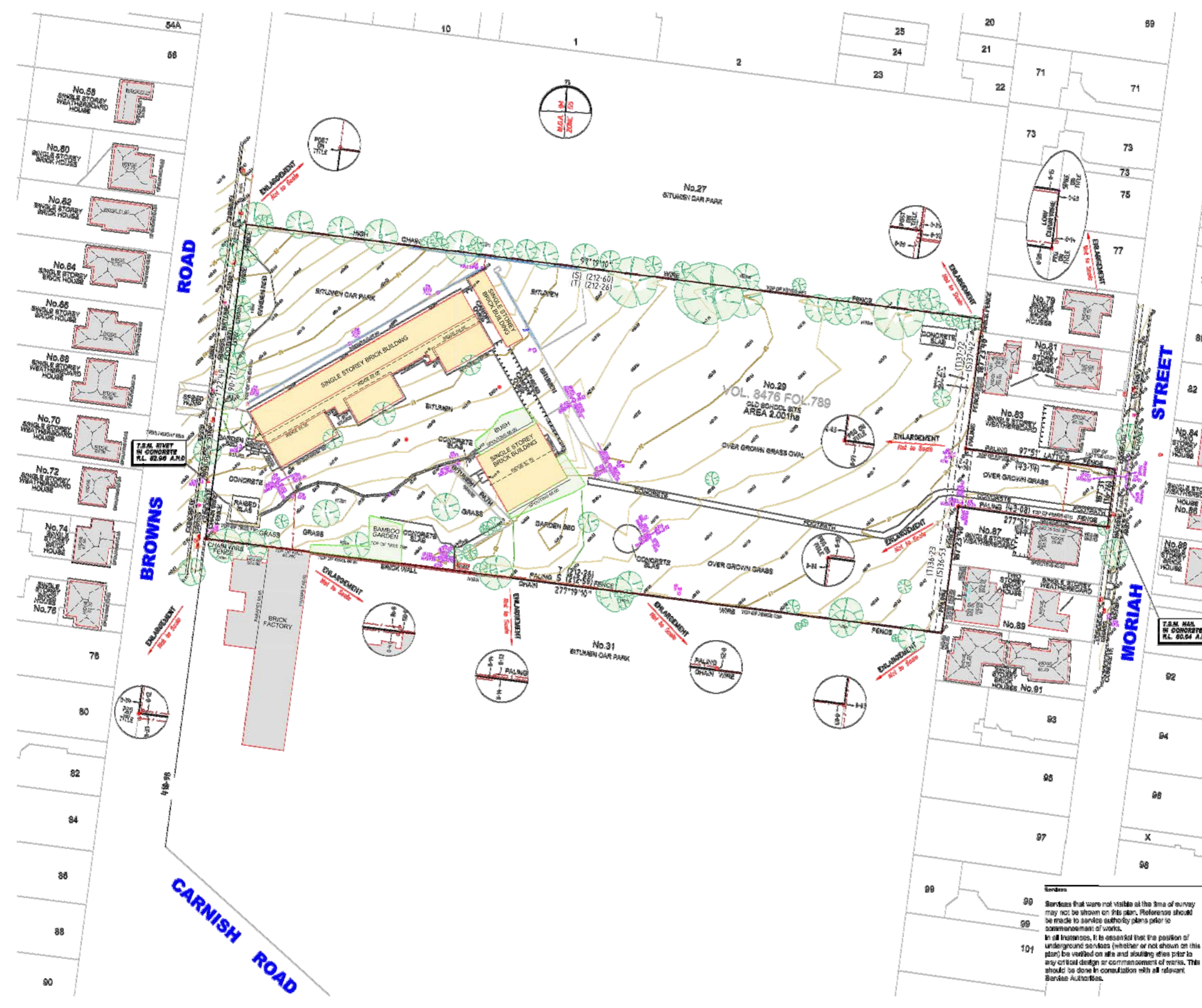
Figure 4 – Development Plan Area



### 3.3 Existing Site Features

The Existing Site Conditions Plans prepared by Mushan Design Studio at Drawing DP01 identify the existing site features. The Development Plan Area consists of:

- Two allotments held in single ownership.
- Existing infrastructure associated with the previous use including large classroom buildings and outdoor play equipment.
- A total of 34 trees are located within the site, the majority of which are located around the site's boundaries. Three street trees are located along the site's Browns Road frontage.
- Existing vehicle access via an existing crossover along the Browns Road frontage and one existing crossover on the Moriah Street frontage.



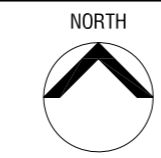
Symbol	Description
0	Title Page
1	Instrument Station
2	Signs
3	Existing Surface
4	Floor Level
5	Single Tree
6	Group Trees
7	Garden Bed
8	Conc. Foot
9	Plaster Box
10	Drain - Concrete
11	Site Entry Pt.
12	Gravel Pt.
13	Asphalt Pt.
14	Iron Pipe Or Pt.
15	Centre Of Mason
16	Edge Of Mason
17	Top Of Kerb/Channel
18	Level Of Kerb/Channel
19	Back Of Kerb/Channel
20	Position Fern
21	Edge Of Concrete
22	Wagon
23	Shed
24	Woolshed
25	Verandah
26	Wendy
27	Stairs / Steps
28	Garage
29	Parapet
30	Ridge Line
31	Roofing
32	Electric Pole Only
33	Electric Pole With Light
34	Electricity Pt.
35	Telephone/Internet Pt.
36	Sewerage Pt.
37	Inspection Shaft Cap
38	Water Valve
39	Stop Fire Pole
40	Unfinished Pt.
41	Finished Pt.
42	Fence
43	Gate
44	"Top of Post"
45	Tide
46	Excavation

Date of Survey: January 2010 April 2010  
 Land Subject to Easement:  
 E-1 Drainage and Sewerage  
 E-2 Drainage and Sewerage  
 E-3 Drainage and Water Supply  
 Windows H=Head S=All NH= Non Habitable  
 Tree Height= Hm  
 For OH=Overlines refer to frozen layers with a suffix of 717  
 This plan is to be read in conjunction with the attached Surveyors Report  
 Location of buildings beyond site boundaries are indicative only  
 Information relating to adjoining properties has only been shown where visible or access is available  
 Where boundary dimensions differ from title dimensions, Land Registry approval must be sought for the survey based dimensions prior to development  
 Substrate: 7'45"10" for Title bearings  
 Direction of photographs shown thus   
 All dimensions and survey marks shown on this plan should be verified/confirmed by all contractors & consultants prior to any future construction & site works  
 Levels shown thus are to Australian Height Datum with PD=PD4 with a stated value of RL80.845  
 Refer to frozen layers with a suffix of \_L for levels.  
 Refer to frozen layers with a suffix of \_O for crosses  
 Refer to frozen layer: "TRIANGLE" for SD Triangles  
 Contour Interval 0.2 metres

Scale	1:500
Written	Ross Mahonson Licensed Surveyor
Drawn	TD
Date	23/04/15
Survey Data	20615006.ssd
Job drawing number	20615006B
Original client size	A1
Client	Mushan Design Studio Pty Ltd
Project	29 Browns Road Clayton
Title	Boundary Re-establishment Feature and Level Survey C/T Vol. 8476 Fol.789
Sheet	1 of 1
Job Number	20615
<b>Bosco Jones Pty Ltd</b> 1/517 St Georges Road, South Melbourne, Vic 3207 10/1000 St Georges Road, South Melbourne Vic 3207 Australia Tel: (03) 9589 1400 Fax: (03) 9589 6992	

Services:  
 99 Services that were not visible at the time of survey may not be shown on this plan. References should be made to service authority plans prior to commencement of works.  
 101 In all instances, it is essential that the position of underground services (whether or not shown on this plan) be verified on site and adjoining sites prior to any critical design or commencement of works. This should be done in consultation with all relevant Service Authorities.

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PROJECT  
 PROPOSED RESIDENTIAL DEVELOPMENT  
 29 BROWNS ROAD, CLAYTON  
 VIC 3168  
 TITLE  
 EXISTING SITE SURVEY PLAN

DATE: SEPTEMBER 2015  
 SCALE: NTS @ A3  
 PROJECT NO.: M023  
 DRAWING NO.:

DP01





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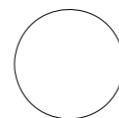
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VIC 3168

TITLE  
EXISTING SITE PHOTOGRAPHS

DATE SEPTEMBER 2015

SCALE NTS @ A3

PROJECT NO. M023

DRAWING NO.

-

DP02





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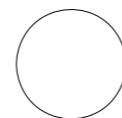
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TITLE  
EXISTING SITE PHOTOGRAPHS

DATE SEPTEMBER 2015

SCALE NTS @ A3

PROJECT NO. M023

DRAWING NO.

-

DP03



### 3.4 Context Plan Analysis

The context plan analysis prepared by Mushan Design Studio at Drawings DP05 to DP06 provides an overview of the physical features of the surrounding area, including:

- Surrounding land uses and development.
- Adjoining roads and pedestrian links.
- Public transport routes.
- Existing infrastructure.
- Local community Services.
- Distances and connections to nearby and regional facilities.

The site is well positioned to:

- Utilise existing public transport networks (Clayton Train Station and Bus interchange).
- Support the 'Monash Employment Cluster' identified by Plan Melbourne with higher density housing co-located with employment generating uses in the Monash Technology Precinct.
- Utilise and support the Clayton Major Activity Centre.





- RETAIL
- COMMERCIAL INDUSTRIAL
- SCHOOLS CHURCHES & PUBLIC USE
- PUBLIC PARK
- MIXED USE
- SUBJECT SITE



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 VIC 3168

TITLE  
 SITE CONTEXT PLAN

DATE	SEPTEMBER 2015
SCALE	NTS @ A3
PROJECT NO.	M023
DRAWING NO.	





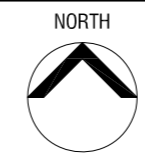
- SUBJECT SITE
- 1 STOREY RESIDENTIAL
- 2 STOREY RESIDENTIAL
- 3 STOREY RESIDENTIAL
- COMMERCIAL / INDUSTRIAL
- SCHOOLS / ACADEMIC

- 01 DISTANCE TO THE MELBOURNE CBD 23KM
- 02 CLAYTON RAIL WAY STATION 0.8KM
- 03 PRINCES HIGHWAY BUS ROUTE 0.5KM
- 04 CENTER ROAD BUS ROUTE 0.7KM
- 05 CLAYTON ROAD BUS ROUTE 0.9KM
- 06 PRINCES HIGHWAY 1.0KM
- 07 CLAYTON ROAD 1.0KM
- 08 MONASH FREEWAY 5KM
- 09 MONASH UNIVERSITY CLAYTON CAMPUS 1.6KM
- 10 CLAYTON NORTH PRIMARY SCHOOL 1.7KM
- 11 ST. PETER'S PRIMARY SCHOOL 0.8KM
- 12 CLAYTON LIBRARY 0.8KM
- 13 CLAYTON SHOPPING CENTER 0.7KM
- 14 FREGON RESERVE 0.9KM
- 15 MONASH MEDICALCENTRE CLAYTON 0.9KM
- 16 BUNNINGS 2.4KM
- 17 CLAYTON TOWN HALL 0.9KM
- 18 SPRINGVALE HOMEMARKER CENTER 4.6KM

**RESPONSE TO RFI**

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PROJECT  
**PROPOSED RESIDENTIAL DEVELOPMENT**  
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 VIC 3168

TITLE  
**CONTEXT ANALYSIS PLAN**

DATE	SEPTEMBER 2015
SCALE	1:2000 @ A3
PROJECT NO.	M023
DRAWING NO.	

**A DP06**



### 3.5 Opportunities and Constraints

Key opportunities and constraints associated with future development of the Development Plan area include:

#### Opportunities

- Access to the Principal Public Transport Network.
- Access to the Clayton Major Activity Centre.
- Access to established areas of employment including the Monash Medical Centre and Monash University.
- The regular dimensions of the site with limited residential abutments.
- The topography of the site, which is generally flat but falls away from Browns Road to conceal taller development towards the centre of the site.
- The location of vegetation, which is generally around the boundaries of the site.

#### Constraints

- Single and double storey streetscapes to Browns Road and Moriah Street.
- Interfaces to neighbouring industrial development and at-grade parking.

### 3.6 Design Response

From the above analysis of the site, and the opportunities and constraints presented, the following Design Responses are to be provided:

- Facilitate the development of the land for a range of dwelling types including townhouse and apartment styles to increase housing diversity in the well located and highly accessible location.
- Ensure that car parking is located away from the street frontage wherever possible and screened from view.
- Responding the existing streetscape scale and rhythm of Browns Road by setting buildings back behind landscaped front gardens, providing a two storey maximum height to all dwellings fronting Browns Road, providing a built form width that responds to the existing character and providing landscaped spacing between built forms.
- Providing a lower scale and lower intensity town houses along the eastern boundary which is shared with existing residential development.

- Providing communal landscaped areas between buildings of at least 9m to prevent overlooking between dwellings and provide shared outdoor spaces to promote social interaction.
- Locating larger apartment forms towards the lower portion of the site and adjacent to less sensitive industrial and commercial interfaces to the south to prevent off site amenity impacts.
- Include a common landscaped space adjacent the apartment buildings to complement balcony space and provide high quality amenity and outlook for residents.
- Cluster townhouses in defined groups for legibility and sense of place.

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## 4.0 Development Plan

The strategic directions for the Development Plan Area are detailed in the drawings in the following sections of the report. The drawings describe the:

- Land Use and Built Form (Drawing DP08-DP11)
- Shadow Analysis and Amenity (Drawing DP26-DP28)
- Pedestrian and Vehicle Access and Parking (Drawing DP08-DP13)
- Landscape Concept (Appendix A)

These figures have been prepared by Mushan Design Studio Pty Ltd, and John Patrick, and are accompanied by explanatory text prepared in accordance with Schedule 5 to the Development Plan Overlay.

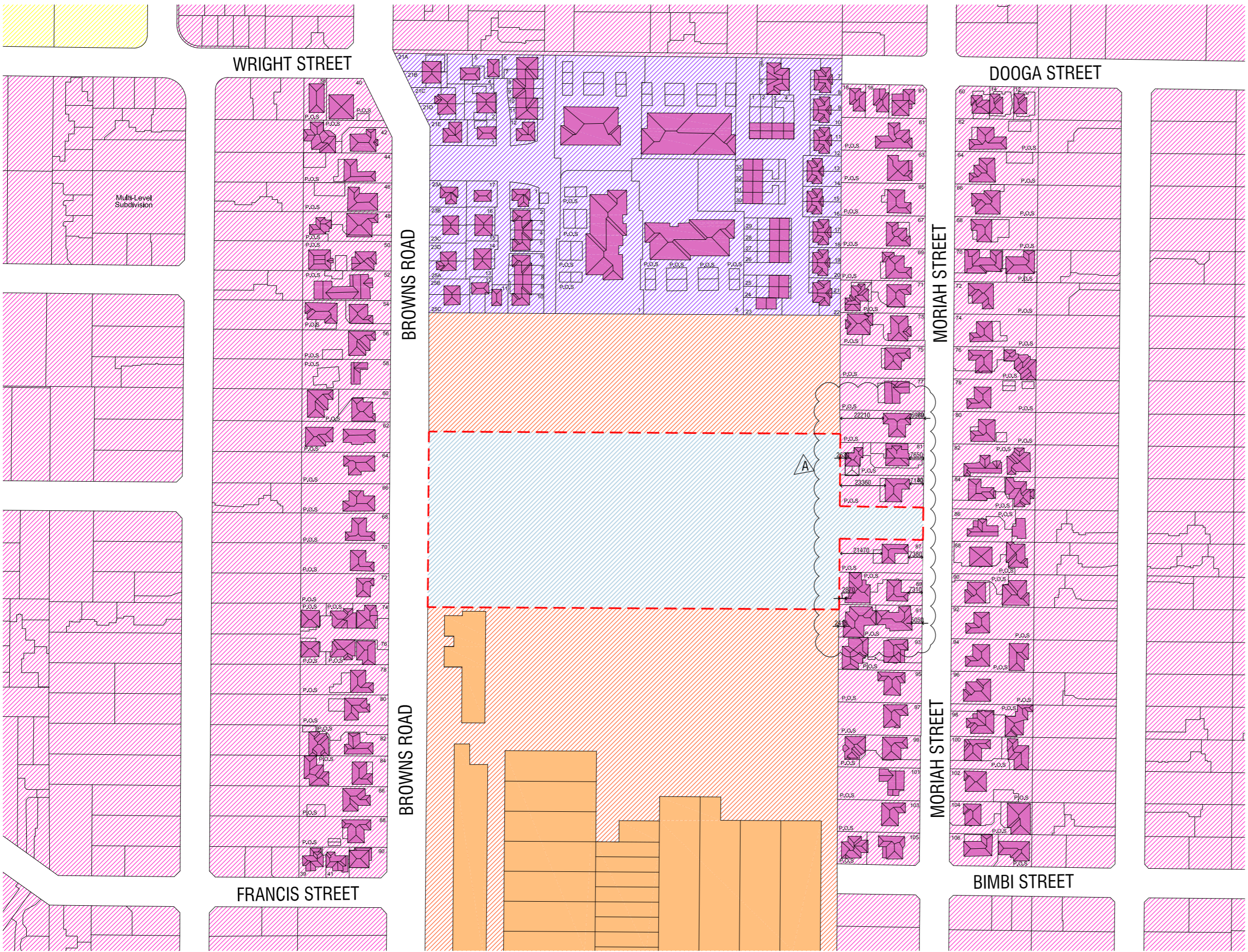




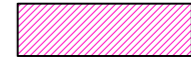
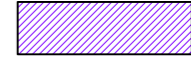
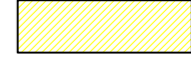
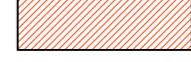


## 5.0 Land Use and Built Form

### 5.1 Land Use

Drawings DP14 outlines the proposed residential use of the land and the existing surrounding land uses and their zoning.

The proposed land use for the site is residential, consistent with the General Residential Zone that applies to the land.

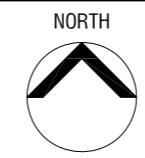


-  SUBJECT SITE
-  GENERAL RESIDENTIAL ZONE 1
-  GENERAL RESIDENTIAL ZONE 2
-  RESIDENTIAL GROWTH ZONE
-  PUBLIC USE ZONE 3 (health & community)
-  INDUSTRIAL 1 ZONE
-  RESIDENTIAL
-  COMMERCIAL INDUSTRIAL

RESPONSE TO RFI



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PROJECT  
 PROPOSED RESIDENTIAL DEVELOPMENT  
 29 BROWNS ROAD, CLAYTON  
 VIC 3168  
 TITLE  
 ACTIVITY AND LAND USE

DATE APRIL 2016  
 SCALE 1:2000 @ A3  
 PROJECT NO. M023  
 DRAWING NO.

A DP14



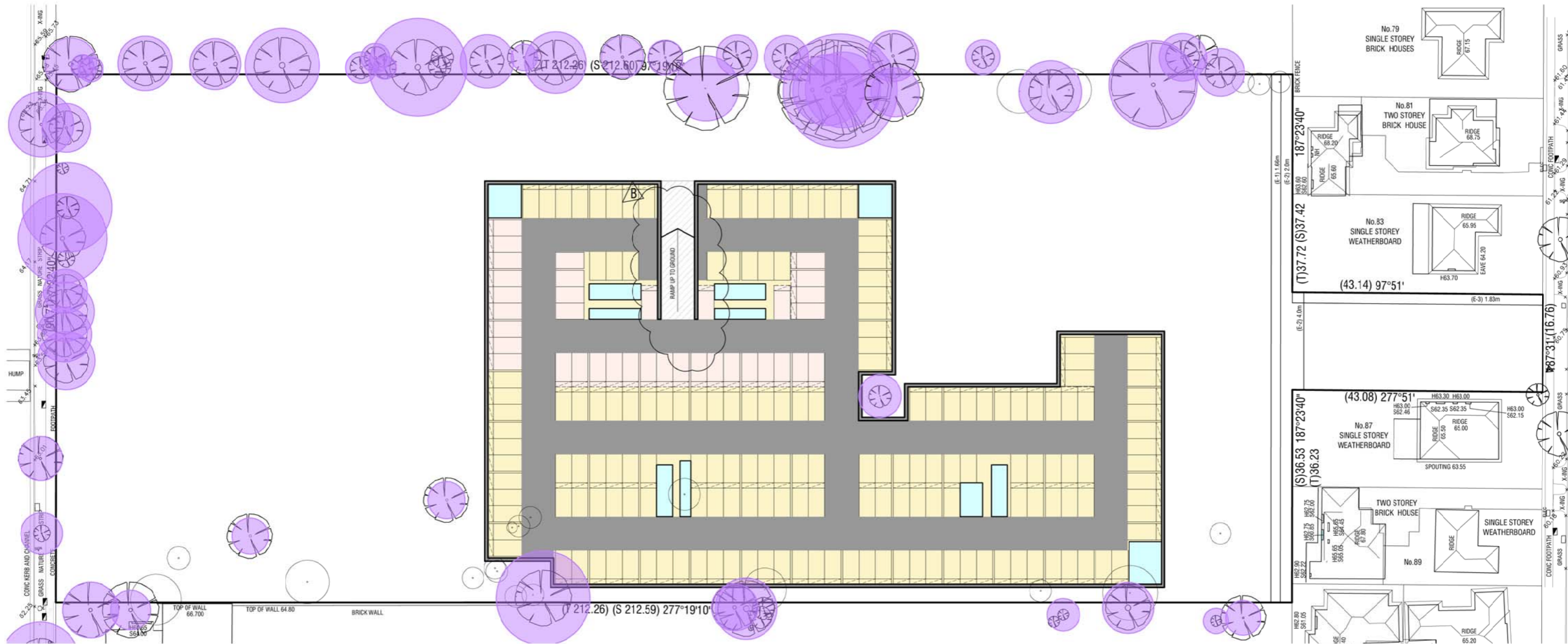
## 5.2 Built Form

Drawings DP08-DP13 and DP25 describe the built form principles for the Development Plan.





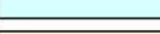

The built form seeks to prioritise the current and desired future potential for higher density residential development with building forms up to a height of 4 storeys towards the centre of the site and along the non-sensitive industrial/commercial interface, stepping down to 2 storey forms along the other interfaces of the site.

The key elements of the plan are:

- Provision of a range of apartments and townhouses to cater for a variety of housing needs.
- Respecting the amenity of adjoining interfaces by providing for 2 storey built form adjacent to existing single storey residential development.
- Respecting the existing 1 and 2 storey streetscape character by providing for 2 storey built form fronting Browns Road.
- Creating a composition of varied building forms and heights across the site with lower building forms towards the edges of the site, stepping up to taller forms towards the centre.
- Generous landscaped front building setbacks to existing public streets to maintain and enhance the existing landscaped front yard character of residential development along Browns Road.
- Building forms to be broken up into a series of building components with spaces between them to complement the existing repeated spacing of development with landscaped side setbacks existing along Browns Road and Moriah Street.
- Townhouses designed to front Browns Road with front doors and windows facing the public road and garaging located to the rear.
- Buildings separated by at least 9 metres to avoid screening of windows and balconies within the development and therefore provide outlook and amenity for the future residents.
- Consolidate vehicle access to one entry and exit point from Browns Road and no through vehicle access.
- Provide well defined pedestrian entries and landscaped spaces for pedestrian amenity.
- Private open space provided in the form of balconies for all dwellings. Ground level open space from communal landscaped areas for the enjoyment of all residents.
- Car parking for the apartment building to be located with a basement via a single vehicle entry.



**BASEMENT LEVEL**

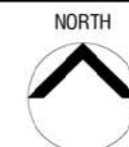
-  SITE BOUNDARY
-  VEHICLE ACCESS
-  BASEMENT DRIVE WAY
-  PLANT/BINS/SERVICE CORE
-  RESIDENT PARKING
-  VISITOR PARKING

**RESPONSE TO RFI**



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PROJECT  
**PROPOSED RESIDENTIAL DEVELOPMENT**  
 29 BROWNS ROAD, CLAYTON  
 VIC 3168

TITLE  
**VEHICLE CIRCULATION & PARKING (BL)**

DATE SEPTEMBER 2015

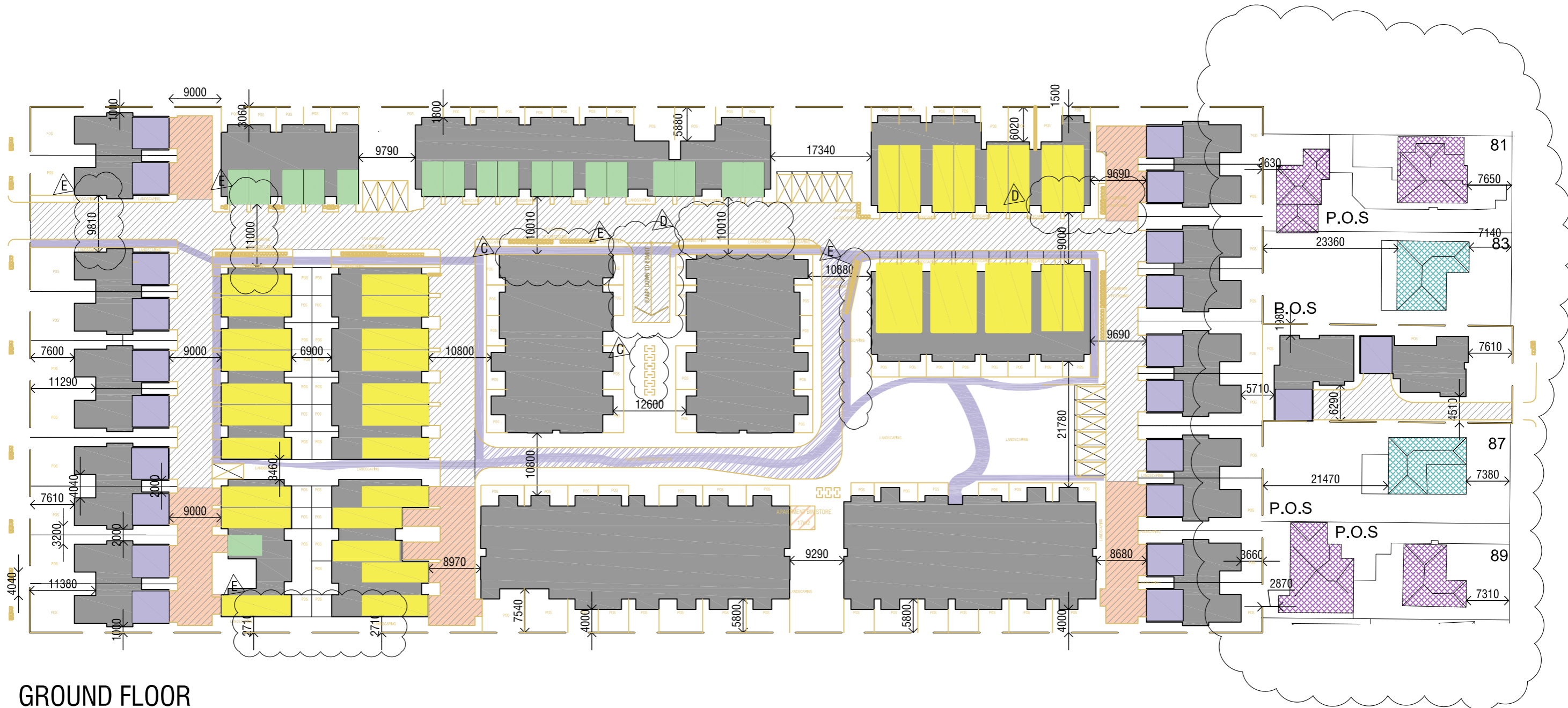
SCALE 1:700 @ A3

PROJECT NO. M023

DRAWING NO.

**B DP13**





**GROUND FLOOR**

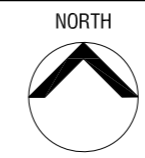
- TANDEM GARAGES
- SINGLE GARAGES
- DOUBLE GARAGES

NOTE  
ALL ROADS TO BE PRIVATE INTERNAL ROADS

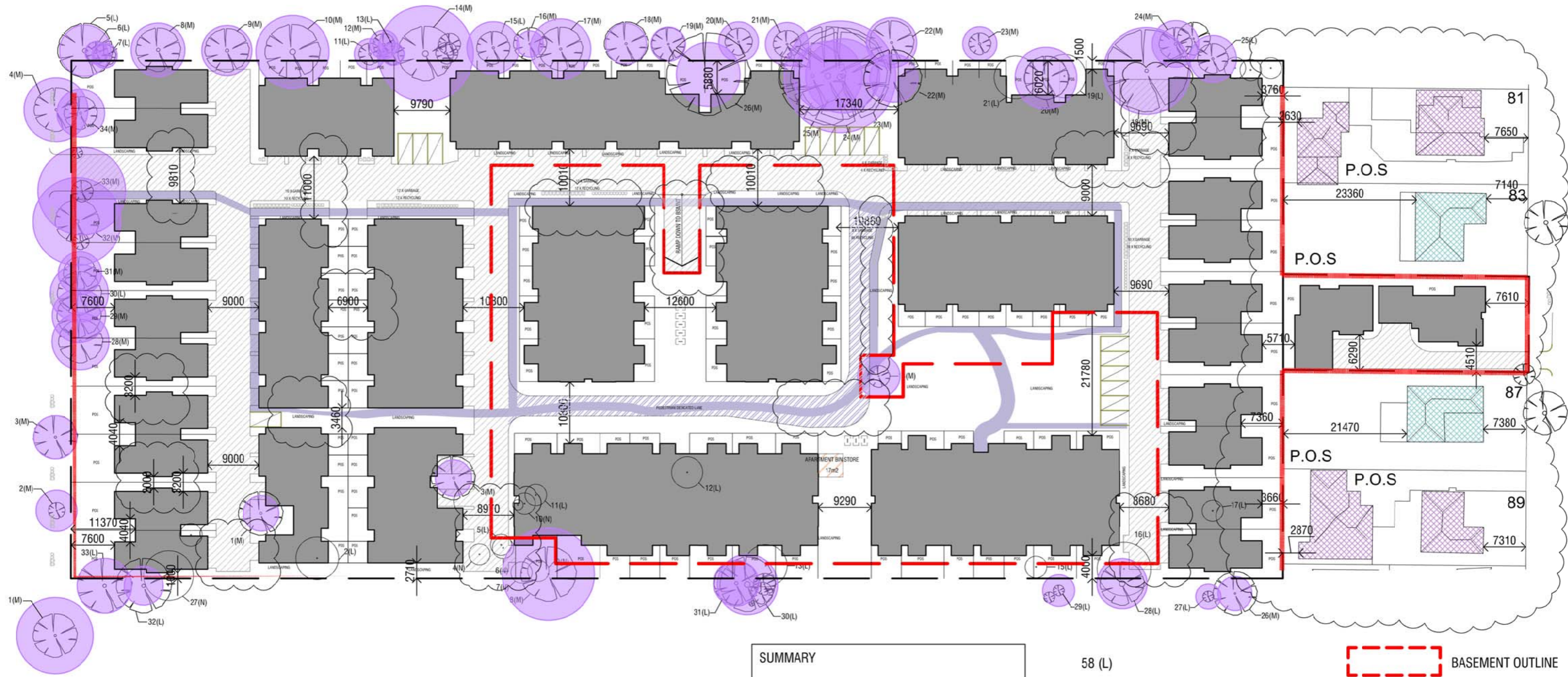
- SITE BOUNDARY
- DRIVE WAY
- SHARED SURFACE
- WASTE COLLECTION / EMERGENCY ONLY

- FOOTPATH
- 2-STOREY NEIGHBOR
- 1-STOREY NEIGHBOR
- 2 STOREY
- 3 STOREY
- 4 STOREY
- GROUND LEVEL

**RESPONSE TO RFI**







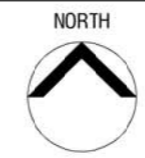
GROUND FLOOR

SUMMARY	
<b>TOTAL EXIST STREET TREES 04</b>	
TREES TO BE REMOVED	04
<b>TOTAL EXIST SITE TREES 66</b>	
TREES TO BE REMOVED	18
TREES TO BE RETAINED	34
HIGH RETENTION TOTAL	00
HIGH RETENTION TO BE REMOVED	00
Moderate Retention Total	16
Moderate Retention To Be Removed	00
Low Retention Total	08
Low Retention To Be Removed	08

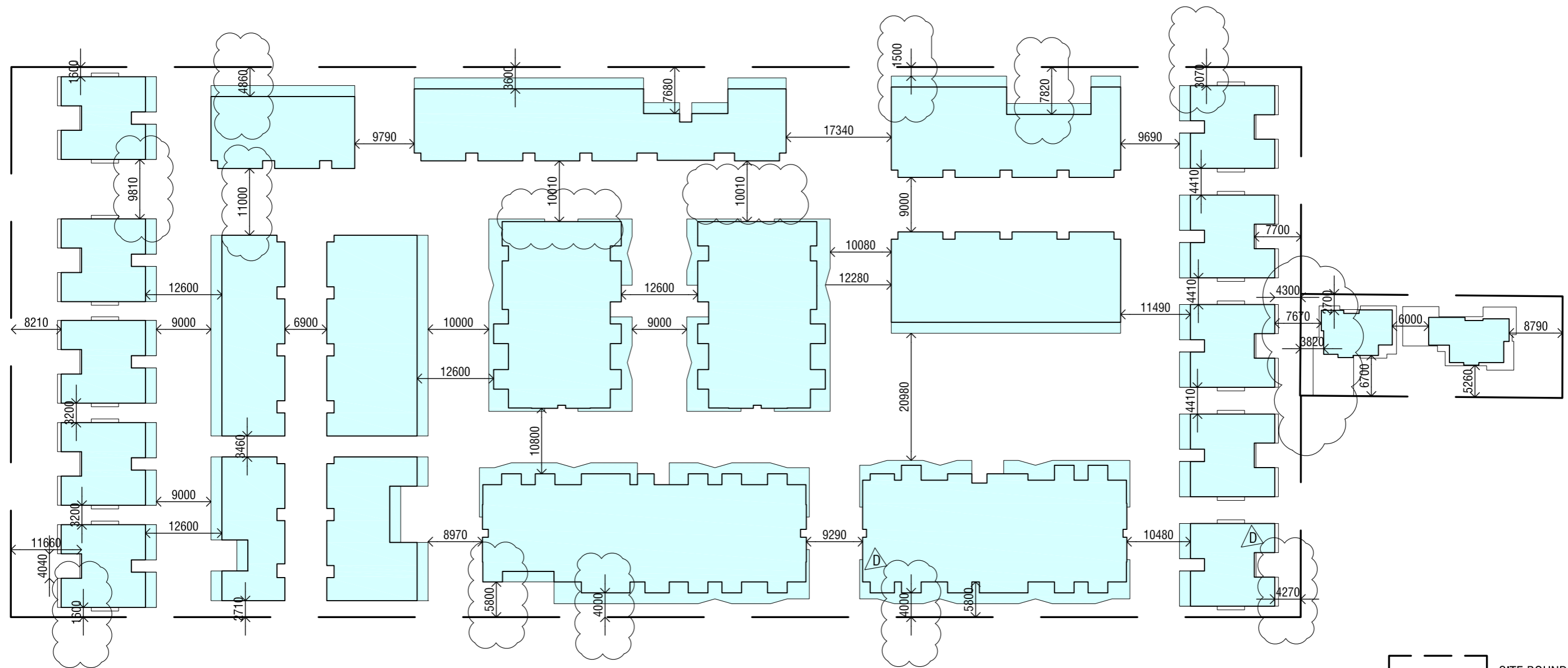
- 58 (L) TREES TO BE REMOVED
- TREE PROTECTION ZONE
- TREES TO BE RETAINED

- BASEMENT OUTLINE
- SITE BOUNDARY
- CIRCULATION
- WASTE / EMERGENCY VEHICLES ONLY
- FOOTPATH
- GROUND LEVEL MASS




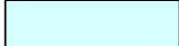


RESPONSE TO RFI







FIRST FLOOR

-  SITE BOUNDARY
-  DRIVE WAY
-  GROUND LEVEL
-  2 STOREY
-  3 STOREY
-  4 STOREY

RESPONSE TO RFI



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PROJECT  
 PROPOSED RESIDENTIAL DEVELOPMENT  
 29 BROWNS ROAD, CLAYTON  
 VIC 3168

TITLE  
 PROPOSED BUILT FORM (LEVEL 1)

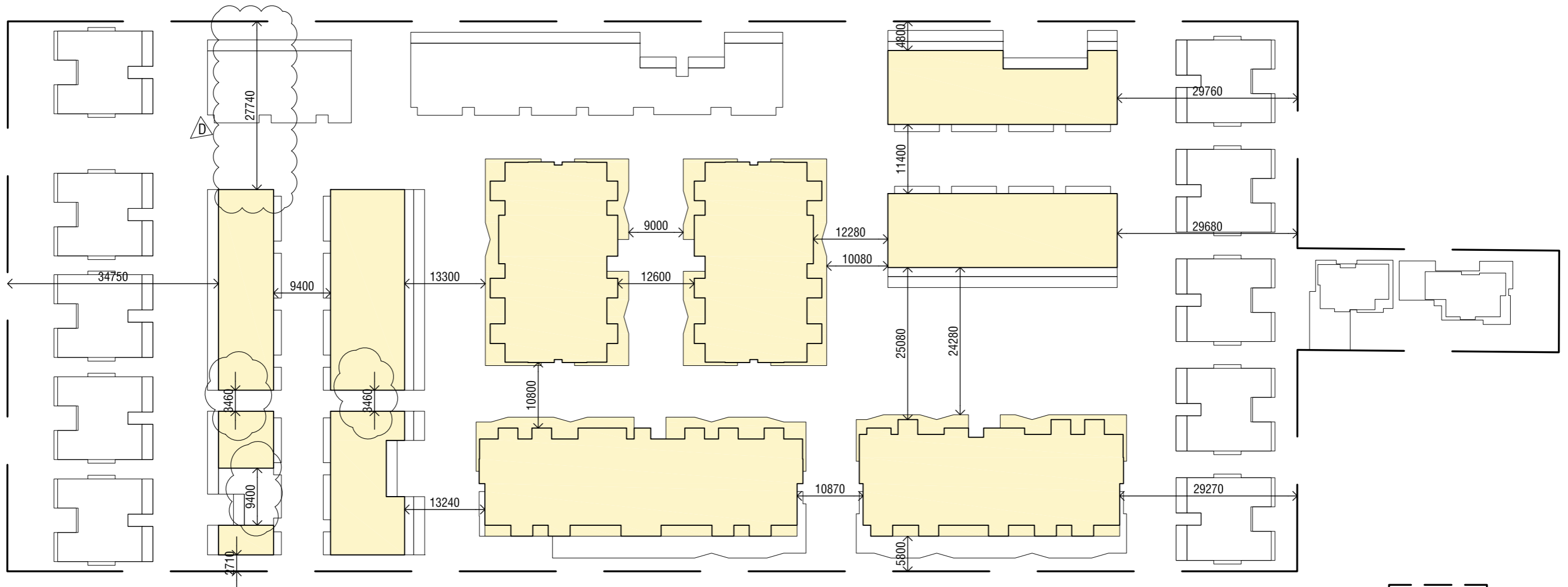
DATE APRIL 2016

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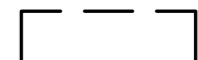





PROJECT NO. M023

DRAWING NO.

D DP09



SECOND FLOOR

-  SITE BOUNDARY
-  DRIVE WAY
-  GROUND LEVEL
-  2 STOREY
-  3 STOREY
-  4 STOREY

RESPONSE TO RFI



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 VIC 3168

TITLE  
 PROPOSED BUILT FORM (LEVEL 2)

DATE APRIL 2016

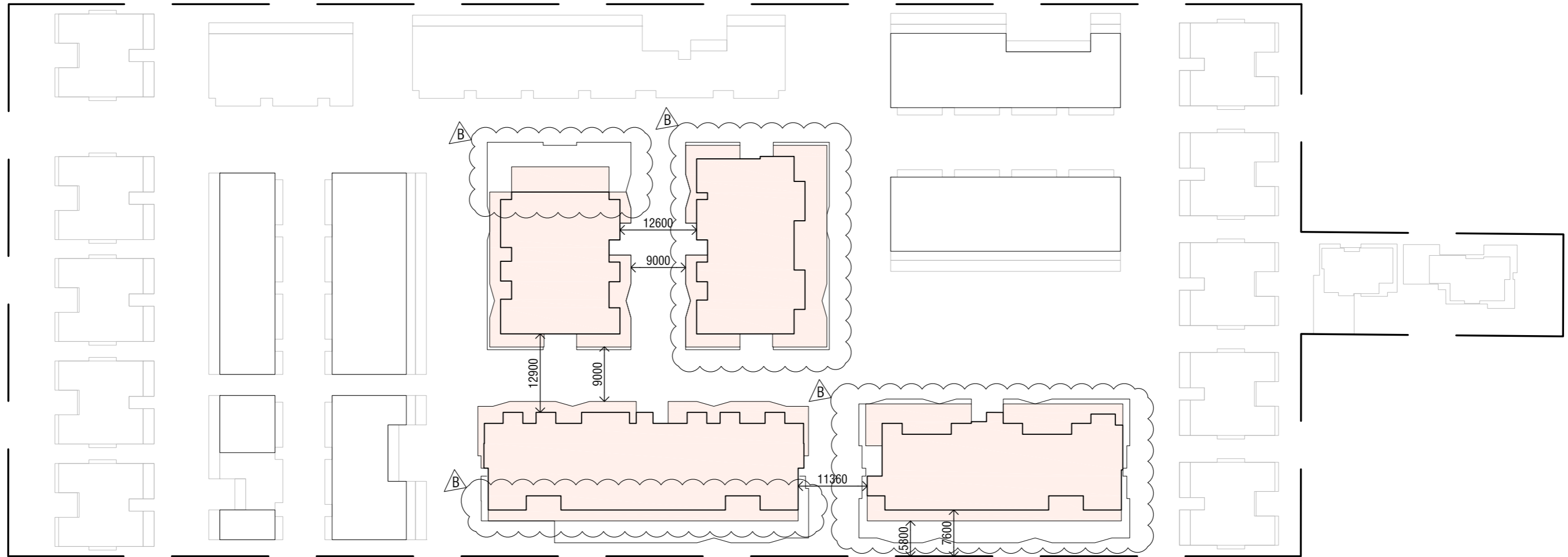
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PROJECT NO. M023



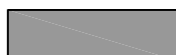
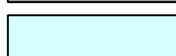
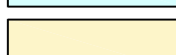
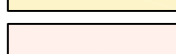
DRAWING NO.

D DP10





THIRD FLOOR

-  SITE BOUNDARY
-  DRIVE WAY
-  GROUND LEVEL
-  2 STOREY
-  3 STOREY
-  4 STOREY

RESPONSE TO RFI



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TITLE  
 PROPOSED BUILT FORM (LEVEL 3)

DATE APRIL 2016

SCALE 1:700 @ A3

PROJECT NO. M023

DRAWING NO.

C

DP11